1979 trans am wiring harness

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Pontiac firebird wiring 79 trans am diagram basic harnesses for 81 94 volvo stereo dash camaro center 90 headlight wire 78 grand prix gmc air conditioning radio factory car instrumental panel fuse box duflot conseil fr ford nissan a corvette delco ams alternator colors seniorsclub Share this: Facebook Twitter Pinterest Telegram WhatsApp Skype LinkedIn Pocket Print Related Related Posts. Round Trailer Plug Wiring Diagram. Wiring Diagram For Fog Lights. Megajolt E Wiring Diagram. Leave a Reply Cancel reply. Four of the five parts of the basic wiring harness are joined at the firewall, forming the fuse block. This figure shows the interior side. The gang of wires plugged in on the right is the body harness, which feeds the taillights. Pontiac called this connector a "harmonica". This is a fuse block, and it is typical of to The fuse block was totally different and used blade-type fuses. This particular fuse block has power windows connected, which we'll get to later. The add-on wiring harnesses plugged into the middle of the fuse block. Even the radio noise suppression capacitor is made to plug right in. The front end harness and engine harnesses snap together to form a square, which plugs through the firewall into the back of the fuse block. The front end wiring is the outboard driver's side half, and the engine wiring is the inboard half of the square. It looks like one piece, and it is held to the fuse block by a bolt right in the middle See B in the firewall photo below. Here are the fuse block and cross-body conduit actually on the car, showing how the optional wiring runs up to the cross body conduit. This particular car is a with the blade-type fuses. About 1 foot from the fuse block, the I. The Firebird dash pad has a bulge around the instrument panel, and this bulge was designed to act as a conduit below the gauges. In addition to the obvious dimmer, headlight and wiper switches, this part of the harness has connections to the rear window purple in , driver's seat belt reel switch black , and driver's door jamb switch next to the courtesy lamp. In , the harness also had a 2nd brake light switch for the cruise control and a green wire top for the rheostat on pulse wipers. The wire tie in the photo is original, and is holding the I. Also note the ground wire bolted to the dash pad. This example has two lugs connected, one of which is grounds the power antenna. This new kit includes wiring from front to back. Not a generic nightmare, this is the real deal. Designed just for 79 and 80 Firebird models. Premium quality updated wire harness kit with excellent customer service! Click for: Detailed American Autowire Instructions for the Classic Update Kit The original style externally regulated alternators are just not up to the task of providing power to an expanded wiring system like these classic update kits. The point of this kind of kit is really to allow people a way to upgrade and expand their wiring system and so an alternator upgrade is usually part and parcel to this kind of upgrade. This wiring system has been designed to work with a voltmeter. It is wired with a full 12 volt primary ignition feed that is hot in both the start and run positions. Features A replacement headlight switch with internal 30amp circuit breaker, retention collar nut, adjustable length shaft, and custom knob. Standard turn signal and hazard flashers are mounted on fuse panel. A new horn relay is mounted on the main dash harness. Fuse box designed to fit in original location with no modifications. All required hardware supplied. New ATO fuse panel allows for easy fuse and circuit breaker accessibility. Harness is laid out and formed to allow for nearly all aftermarket accessories such as; gauge packages, wiper systems, heat and air conditioning systems, etc. Original switch connector bodies â€" an American Autowire exclusive feature. Steering column connectors can plug directly into many aftermarket steering columns or stock GM columns that use stock GM turn signal switches. Complete factory heater harness assembly included. Original terminals and PC board connector another American Autowire exclusive are provided for stock cluster connections. Rear body harness assembly plugs into the main harness in the stock location and our longer leads allow for stock or custom routing of the wires. Rear body wiring includes complete backup light leads with correct lamp sockets, complete stop and tail light leads with correct lamp sockets, complete turn signal leads with correct lamp sockets, complete rear side marker leads with correct long focal length molded lamp sockets, complete license plate lead connection to plug into your lamps, and fuel tank sender wire with trunk grommet and tank connection. GM bulkhead connectors for the engine and front light wiring are included another American Autowire exclusive and allow for easy installation with original or custom routing. Engine wiring includes connectors for original points type as well as H. Power and tach connectors supplied for GM H. Front lighting includes extra-long leads that can be routed for stock or optional

appearances. All headlight connectors and terminals, parking and directional light leads and lamp sockets, and side marker leads and lamp sockets are provided along with a switched trigger wire for an electric fan relay usually recommended with AC. Technical Specs. Extended Information. Other great products you might need. The power wire plugged into the spare ignition terminal on the fuse box see the power windows page. The power window relay and cruise control were also powered off this one terminal, so jumpers like the one at left were required to power two or more of these options. I have seen many variations in these harnesses. Some omitted the fuse, some had built-in jumpers as shown below on the power supply to the pulse wipers , and there was a combined cruise control and tach wiring harness with only one power supply. The cruise control harness gets its power from the spare ignition terminal on the fuse block. It connects the button on the turn signal stalk, a switch on the brake pedal, and the governor on the inner fender. It was taped together with a vacuum hose going to a vacuum breaker on the brake pedal. This was all routed through firewall hole "A". This harness contains a big ball of resistor wire in the circuit that holds the speed setpoint. Some Trans Ams also have cruise control and tach wiring built all in one harness. Wiring for the cruise button, shown here, comes out of a hole at the base of the stalk and is routed through the steering column. You can see how three of the components shake out in this nasty photo. I let this one go to the crusher, but I would have kept it if I had realized this is a special harness that powers two options. The trunk lamp was powered by a single wire that plugged into the joint between the rear lamp harness and the wires coming back from the front. I think all years are the same. Warning Tone Generator In , a warning tone generator was added to the deluxe lamp group. I first saw it on the build sheets, but I could not find any reference to it in the shop manual. Eventually I removed one. Like so many other things, it is designed to fit the wiring harness as an add-on. The late 70's Firebirds had separate key and seat belt buzzers. The warning tone generator grabs the plugs of both those components, plus it plugs into the console lamp terminal so it'll know if you left your lights on. It has a built in splitter for the console lamp. This is another one of those things that would fit a 77, even though it came out in The control harness is about one foot long, and separates into two plugs which connect to the compressor switch and the fan speed switch. At some point probably , this connection was eliminated. The little extra plug connects to the power supply from the I. The early harness is shown on the left, and the later harness on the right. This photo shows a closeup of the compressor extension. In addition to turning on the compressor clutch, this harness grounds the whole system through the lug shown and connects to an idle solenoid on the carburetor. For those who don't remember the 70's, the solenoid is supposed to correct the idle speed for the load of the compressor. This is the Pontiac version. Chevy-powered cars had the compressor on the wrong side, so a Chevy harness would be much longer. The switch and timer from are shown at right. This illustration is really intended to show the plugs in the main I. I believe that all Firebirds have these plugs, whether you have the rear defrost option or not. If your car does not have these plugs, you'll have to get another I. Power is carried to the rear window by a big purple wire. This wire plugs into an inconspicuous green circuit just above the fuse block. It is routed along the driver's side with the rest of the rear body wiring, and plugs a pigtail on the rear window. The rear window is grounded on the passenger's side by a braided ground cable and a screw. The location of this screw is shown here. It's hard to tell what you're looking at, but the blue piece of vinyl is the edge trim on the package shelf. The lower passenger's side corner of the rear window broken out on this car is at top left of photo. This is a fairly simple option. It is powered from the courtesy lamp harness, as discussed above. This is routed to the yellow button in the glove compartment, and from there a black wire runs to the solenoid in the trunk. The installed solenoid is shown at right. There is a good article about how to install this option at For some reason, Firebirds and Trans Ams used 's style radios up to Trans Ams featured separate console-mounted tape players and single speakers long after the rest of GM had changed. The I. P harness only needed two wires to accomodate a radio, for the power and lamp. These are shown in the small plug at right, and also in the I. The front speaker used a single green wire no ground with a large plug. This plug allowed the IP harness and a rear speaker if used to piggyback on it. The rear speaker had two wires including a ground which gave a total of 5 wires in this plug. As far as I know the radio was grounded only through its rear brace. Here's a photo that shows the how the harness gets down to business. The radio is on the left, 8-track on the right. I didn't have a rear speaker wire to plug in when I took this photo. This listing is for part or sub-assembly number given below only. This is a new V8 engine harness. This does not fit models with Chevy or Pontiac engines although we do have them available. Photo may not be of actual item, but to give graphic representation. Exact reproduction wiring harness made to factory specifications using the factory blueprints. Our wiring harnesses are correct in every detail. These are manufactrued to the original blueprint

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Product if you want to keep your under-dash area organized or you think that you need to remove gauges from time to time then you need to install our universal gauge harness. Made in USA

Harness will connect to all major brand This set is designed to allow a wide range of temperature adjustments for your electric fan. A bulb at the top of the capillary tube is designed to probe or be attached to the top or hottest portion of the radiator. Product AL Product TP Product SP SPAL wiring kits are a must-have when installing an electric fan. Designed to safely integrate with OEM wiring harness. Feature a waterproof 40 amp relay, stainless steel switch with optional switched override capability Product MF This set is designed to allow a wide range of temperature adjustments for Champion or Challenger Series electric fans. The ultra small fuse block can be mounted in any Reproduction "T" clip used on various late model vehicles to secure the wiring harnesses within the engine compartment. Correct hardware can make any This customizable harness may be just what you need. Wiring harnesses just don? This compact harness has all the basic circuits to get you rolling in no time. This 18 Circuit - 8 Fuse harness This set is designed to operate Champion or Challenger Series electric fans according to water temperature. Product MX Power will American Autowire Power Plus 13 universal wiring harness. This complete, integrated wiring system incorporates a factory style pre-wired fuse box, GM steering column and ignition connections, headlight and floor dimmer American Autowire Builder 19 wiring harness kits offer big power in a small panel! Great for tight wiring spots in your custom car, truck or what ever vehicle you own, these Builder 19 wiring harnesses incorporate a slim fuse Painless Performance high amp alternator wiring kit. This includes a high amp inline fuse with protected fuse holder, all necessary ring terminals, heat shrink, and a detailed set of diagrams and step by step instructions to installing air conditioning to your hot rod with dual electric cooling fans? Need cooling fan relays to operate off a thermostatic switch and when your AC is on? Then this dual activation cooling fan relay set by Painless Product AM Designed to help correct bouncy, or spiking tachometer operation caused by points or noisy ignitions. Thanks to detailed instructions, color-coded and labeled wire, and plug-n-play connectors, Pro Series is easy to install and simple to expand Reproduction tie strap used on various late model GM vehicles to secure the wiring harnesses within the engine compartment. A hot exhaust manifold can cause serious damage to your electrical system and melt important wiring and hoses. If not properly fastened, the wiring harnesses, and washer hoses could fall into an open area between the engine Reproduction wiring harness retainer clip mounted on the firewall of a wide variety of GM vehicles from the 's through the 's. This metal clip is sometimes welded, instead of bolted, to the firewall to hold the main Product C. Product TF Add an under trunk or hood lamp to your classic with this universal lamp set. Includes bracket, bulb, internal switch and wiring to install. This wiring kit will protect your car's electrical system from the Product K A hot exhaust manifold can cause serious damage to your electrical system. Product FB Whether you are reinstalling an original tachometer or installing a reproduction tachometer on a Firebird that was not originally equipped with a tachometer, then this is the harness you need! Keep your under dash area This harness is one of two main harnesses located in the engine compartment. It provides wiring for the main battery power lead, headlights, parking lights, side marker lights, horn relay, alternator, voltage regulator, Classic Industries offers the largest selection of in stock replacement wiring harnesses available anywhere for your Firebird! Our harnesses are reproduced using the original General Motors schematics and feature the correct Replacing your original dash harness doesn't have to be a confusing experience! The most essential wiring on the vehicle is the underdash harness. Virtually every other wiring harness is connected to this one. When you This is a correct reproductions of the original air conditioning wiring harnesses which were used on factory optional air conditioning. Each harness will duplicate the original in every detail including correct color wiring Bring your classic Firebird into the 21st Century with a complete wiring harness update kit! This kit accommodates all the popular accessories you may desire including, AC, custom gauges, HEI ignition, tilt steering columns, Product CA This reproduction rear body light harness is produced to exact factory specifications including the correct color wiring and factory connectors. Each harness will replace the original exactly and bring your rear lighting Close Notification. Toll Free 1. Select Year All Years Select Make All Makes. Select Model All Models. View As: Grid Detail. Wiring Harness "T" Clip, 1. 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